



CITY OF HAYWARD
AGENDA REPORT

Meeting Date 2/5/04
Agenda Item 2

TO: Planning Commission

FROM: Richard E. Patenaude, Principal Planner

SUBJECT: Appeal of Denial by Planning Director of Administrative Use Permit Application No. PL-2003-0576 - Moe Janda (Applicant/Owner) - Request to Allow Truck and Bus Driving School at 2977 Baumberg Avenue in an Industrial (I) District (Continued from January 22, 2004)

RECOMMENDATION:

Staff recommends denial of the application. If the Planning Commission's action is to support the application:

1. Find that the proposed project is Categorically Exempt from the California Environmental Quality Act (CEQA) guidelines;
2. Develop findings for approval; and
3. Approve the use permit subject to the attached conditions of approval.

DISCUSSION:

The Planning Commission, on January 22, 2004, directed staff to conduct the necessary environmental review, prepare findings and conditions of approval, and return the application for final action.

The applicant has operated a driving school on this site since June 2001 without the benefit of an approved Administrative Use Permit (AUP). In addition, the modular building was installed without a building permit. An AUP is required to operate a vocational school in the Industrial District. The modular building (1420 square feet), located toward the front of the property, serves as an office and classroom. The applicant was alerted of the need for a permit by a building inspector who was involved in a demolition on an adjacent property. When the applicant contacted the City regarding the building permit, he was told about the need for the AUP and he followed through with this application.

The Planning Commission recommended leniency regarding the ability to keep the modular building and the deference of street improvements. However, staff is concerned about the precedent that would be set by allowing this use to continue in a manner that is consistent with the City's

regulations and guidelines. If the applicant had approached staff prior to the establishment of the business on this site, the requirements would have been made known at that time. The applicant could have then made a determination whether it would have been feasible to locate at this site, or to locate on another property that would have been sufficiently improved.

Should the Planning Commission wish to approve this project, however, staff cannot recommend that anything less than the minimum code requirements and design standards that would be required for any new project on an industrial property. The property at the southeasterly corner of Industrial Boulevard and Baumberg Avenue is an example of a newer development that meets the City's requirements and is well-maintained. The minimum design guidelines set policy that typically would not allow consideration of modular units for use other than as temporary construction or sales offices because of the difficulty in complying with the guidelines. Although, the applicant has indicated that he is willing to make improvements to the unit, it is difficult to modify an existing modular unit adequately to meet the guidelines. Modifications would have to include the addition of materials to provide "a variety of textures, use of interesting patterns, provision for interesting shadows, offsets, decorative siding, and attractive accent materials." The windows and entries facing the street frontage should be articulated and shadow relief could be created using columns, trellises and other similar features. Staff would recommend that a site-built structure, designed to comply with the guidelines, replace the modular unit, and that it be placed in front of any fencing to become part of the streetscape. The applicant would have to obtain a building permit for the structure. The Planning Commission recently approved the permanent use of a modular building as a clubhouse for the Mission Hills driving range. However, the Commission required that the modular building conform to the design of the clubhouse of the golf course. The park district was then able to order a building that met the conditions of approval.

The plan shows frontage landscaping that does not meet the required depth of 10 feet and a variance would have to be granted for the proposed 8-foot depth. However, the applicant indicates that he is willing to increase the depth and move the existing chain-link fence to the rear of the landscaped area so that the plantings are visible from the street, which disposes of the need for a variance. The applicant would also have to provide required landscaping, including trees, within the parking areas. The entry gate should be automated to facilitate truck and bus movements. The Baumberg Avenue frontage is unimproved; the applicant would be required to dedicate 5 feet of the property frontage for right-of-way purposes and street improvements would be required, including curb, gutter, sidewalk and a street light. A sewer hookup would have to be made to the line in Industrial Boulevard. A variance in the requirement to provide these improvements may only be made by the City Engineer or the City Manager when it has been determined that the installation of such improvements would endanger the public welfare, that the work would best be done on an area project basis, or that there are exceptional property conditions or practical difficulties that would cause undue hardship. The granting of a variance would also require the applicant to enter into an agreement with the City to install the improvements at a time specified by the City. The City Engineer believes that the street improvements are necessary to provide a safer environment on a street that carries substantial truck traffic.

Staff remains concerned about the impact of the proposed use on the surrounding streets. The site is approximately 130 feet westerly of the intersection of Industrial Boulevard and Baumberg Avenue; 270 feet easterly of a grade-level railroad crossing; and opposite the intersection with

Julia Street. Baumberg Avenue connects to Arden Road westerly of the project site, which is a heavily traversed street connecting industrial and business parks to the San Mateo Bridge. Trucks and buses entering and exiting the site would have an adverse impact on the intersection of Industrial Boulevard and Baumberg Avenue and would be a poor location for a truck and bus driving school, especially as students are just learning to drive a truck or bus. The entry gate is very constricted and does not provide for efficient truck or bus movements in pulling off Baumberg Avenue without blocking street traffic. In addition, staff has observed that trucks and buses parked along Baumberg Avenue block site lines of cars and trucks moving northbound on Baumberg Avenue creating a potential hazardous condition. The grade-level railroad crossing just to the west further impacts traffic movements on Baumberg Avenue.

ENVIRONMENTAL REVIEW:

The proposed project is Categorically Exempt from the California Environmental Quality Act (CEQA) guidelines, pursuant to Section 15332, *In-Fill Developments*.

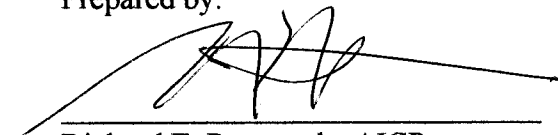
PUBLIC NOTICE:

On January 26, 2004, a Notice of Public Hearing was mailed to every property owner and occupant within 300 feet of the subject site, as noted on the latest assessor's records.

CONCLUSION:

While staff is supportive of vocational opportunities in the Industrial District, it is recommended that the Planning Director's denial be upheld, as, in staff's opinion, this is not a good location for a truck and bus driving school because of the traffic conditions affecting this section of Baumberg Avenue. It is a heavily traversed street into the industrial district. Students learning to drive a truck or bus for the first time may not know how to safely operate the vehicle in a congested area. The project also would require substantial improvements to be brought into compliance with all City regulations and design guidelines. Should the Planning Commission wish to approve the project, the proposed improvements should meet the minimum design standards for the Industrial District as required by the recommended conditions of approval. Staff cannot make findings for approval of this project; the Planning Commission must construct those findings should it wish to approve this project. The required findings for approval of an Administrative Use Permit are attached.

Prepared by:



Richard E. Patenaude, AICP
Principal Planner

Recommended by:

A handwritten signature in cursive script, reading "Dyana Anderly", is written over a horizontal line.

Dyana Anderly, AICP
Planning Manager

Attachments:

- A. Planning Commission Agenda Report – 1/22/04
- B. Required Findings for Approval – Excerpt from Zoning Ordinance
- C. Recommended Conditions of Approval
Plans



CITY OF HAYWARD
AGENDA REPORT

Meeting Date 1/22/04
Agenda Item 1

TO: Planning Commission

FROM: Carl T. Emura, Associate Planner

SUBJECT: Appeal of Denial by Planning Director of Administrative Use Permit Application No. PL-2003-0576 - Moe Janda (Applicant/Owner) - Request to Allow Truck and Bus Driving School at 2977 Baumberg Avenue in an Industrial (I) District

RECOMMENDATION:

It is recommended that the Planning Commission uphold the Planning Director's denial action, subject to the attached findings.

DISCUSSION:

The applicant proposes to continue operation of a truck and bus training school on approximately the front one-third of the 2-acre site and to cover the remaining area with gravel; a chain-link fence would separate the two areas. The applicant proposes to expand the operations onto, and make improvements to, the remainder of the site as the business is able to expand. The applicant would maintain the modular building for an office and classroom instruction and would provide eight parking spaces. The school would operate from 8 am to 5 pm, Monday through Friday, with a maximum of eight students. The students would be given instructions in the classrooms and then taken to the streets for driver training. The training would be aimed at obtaining Class A and Class B commercial drivers licenses. No truck repairs would be performed on the site and the vehicles would be cleaned at a truck washing facility.

The applicant has operated a driving school on this site since June 2001 without the benefit of an approved Administrative Use Permit (AUP). An AUP is required to operate a vocational school in the Industrial District. The site is composed of two parcels totaling 93,378 square feet, surrounded by a warehouse, an auto-repair shop and a sculpture manufacturer. A modular building (1420 square feet), located toward the front of the property, serves as an office and classroom. The property is zoned Industrial District.

The modular building was installed without a building permit. The applicant was alerted of the need for a permit by a building inspector who was involved in a demolition on an adjacent property. When the applicant contacted the City regarding the building permit, he was told about the need for the AUP and he followed through with this application.

ATTACHMENT A

Staff's primary concern about the proposed use centers on its impact on the surrounding streets. The site is approximately 130 feet east of the intersection of Industrial Boulevard and Baumberg Avenue. This is a heavily congested intersection, operating at Level of Service "E" (poor progression, long cycle lengths and cycle failures) during the afternoon peak hour. The General Plan Circulation strategies call to seek a minimum Level of Service "D" during the peak commute periods. Trucks and buses especially impact traffic operations as they are regarded as heavy vehicles when analyzing traffic operations with a truck equivalent to two to three passenger cars and buses to about two cars. In addition, Baumberg Avenue connects to Arden Road west of the project site, which is a heavily traversed street connecting industrial and business parks to the San Mateo Bridge. Trucks and buses entering and exiting the site would have an adverse impact on the intersection of Industrial Boulevard and Baumberg Avenue and would be a poor location for a truck and bus driving school, especially as students are just learning to drive a truck or bus. The entry gate is very constricted and does not provide for efficient truck or bus movements in pulling off Baumberg Avenue without blocking street traffic. In addition, staff has observed that trucks and buses parked along Baumberg Avenue block site lines of cars and trucks moving northbound on Baumberg Avenue creating a potential hazardous condition. The grade-level railroad crossing just to the west further impacts traffic movements on Baumberg Avenue.

Should the Planning Commission wish to approve this project, staff recommends that several improvements be made to ensure that the project meets the minimum code requirements and design standards for an industrial property. The minimum design guidelines set policy that typically does not allow consideration of modular units for use other than as temporary construction or sales offices because of the difficulty in complying with the guidelines. Although, the applicant has indicated that he is willing to make improvements to the unit, it is difficult to modify an existing modular unit adequately to meet the guidelines. Modifications would have to include the addition of materials to provide "a variety of textures, use of interesting patterns, provision for interesting shadows, offsets, decorative siding, and attractive accent materials." The windows and entries facing the street frontage should be articulated and shadow relief could be created using columns, trellises and other similar features. Staff would recommend that a site-built structure, designed to comply with the guidelines, replace the modular unit, and that it be placed in front of any fencing to become part of the streetscape.

The plan shows frontage landscaping that does not meet the required depth of 10 feet and a variance would have to be granted for the proposed 8-foot depth. However, the applicant indicates that he is willing to increase the depth and move the existing chain-link fence to the rear of the landscaped area so that the plantings are visible from the street, which disposes of the need for a variance. The applicant would also have to provide required landscaping, including trees, within the parking areas. The entry gate should be automated to facilitate truck and bus movements. The Baumberg Avenue frontage is unimproved; the applicant would be required to dedicate 5 feet of the property frontage for right-of-way purposes and street improvements would be required, including curb, gutter, sidewalk and a street light. The applicant would have to obtain a building permit for the structure. The dividing line between two parcels making up the site is crossed by the building; a lot merger would be required to combine the two parcels unless the building were to be relocated.

On November 18, 2003, the Planning Director denied the Administrative Use Permit application. On December 1, 2003, the applicant appealed the Planning Director's decision. In the appeal

letter, attached as Exhibit C, the appellant indicates that he was misinformed about the requirements for modular buildings in the Industrial District and that modular buildings can be seen on school sites throughout Hayward. The applicant further states that the modular building would be in harmony with the surrounding development. It is true that modular buildings can be seen on school sites, however the City does not have control over buildings on state or school districts. The applicant also indicates that he is willing to work with staff to comply with the design standards. However, the traffic issues associated with this site make it undesirable for use as a truck and bus driving school.

ENVIRONMENTAL REVIEW:

CEQA does not apply to projects which a public agency disapproves. Should the Planning Commission wish to approve this approve, CEQA review will be required.

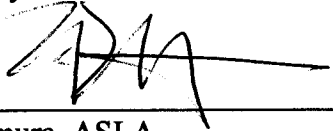
PUBLIC NOTICE:

On January 12, 2004, a Notice of Public Hearing was mailed to every property owner and occupant within 300 feet of the subject site, as noted on the latest assessor's records.

CONCLUSION:

While staff is supportive of vocational opportunities in the Industrial District, it is recommended that the Planning Director's denial be upheld as this is not a good location for a truck and bus driving school because of the traffic conditions affecting this section of Baumberg Avenue. It is a heavily traversed street into the industrial district and the intersection of Baumberg Avenue and Industrial Boulevard already experiences an unacceptable Level of Service. Students learning to drive a truck or bus for the first time may not know how to safely operate the vehicle in a congested area. Should the Planning Commission wish to approve the project, it is recommended that the proposed improvements meet the minimum design standards for the Industrial District. Substantial improvements would be required to comply with these standards. If the Planning Commission is supportive of the Administrative Use Permit, staff should be directed to bring back the project with an analysis of environmental impacts and related findings and conditions of approval.

Prepared by:



for Carl T. Emura, ASLA
Associate Planner

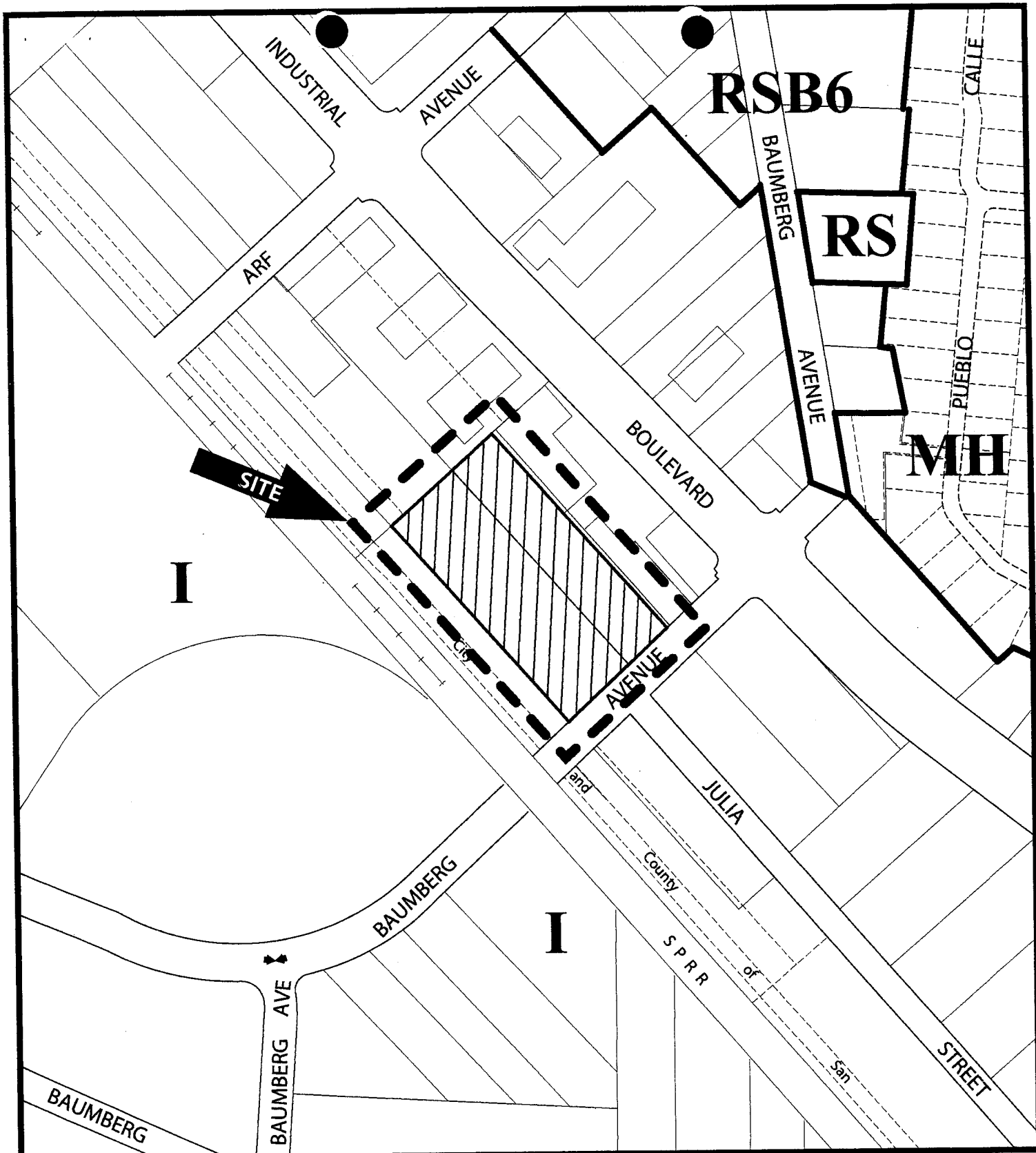
Recommended by:



Dyana Anderly, AICP
Planning Manager

Attachments:

- A. Area Map**
- B. Business Promotional Information**
- C. Appeal Letter**
- D. Findings for Denial
Plans**



Area & Zoning Map

PL-2003-0576 UP

Address: 2977 Baumberg Avenue

Applicant: Moe Janda

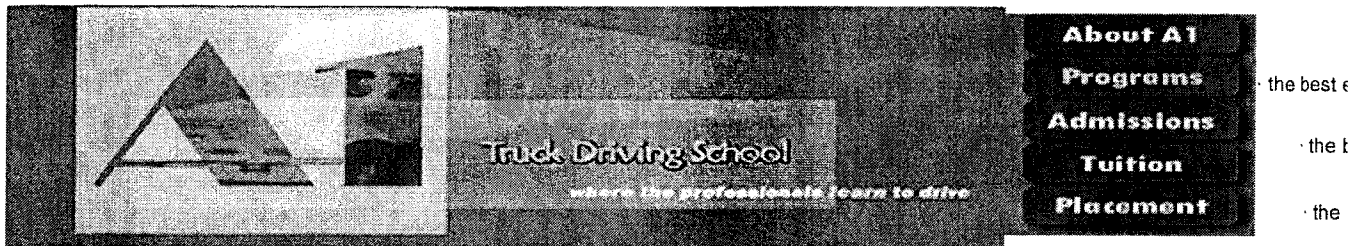
Owner: Moe Janda

I-Industrial

MH (P)-Mobile Home Park

RS-Single-Family Residential,RSB4,RSB6





ABOUT A1
PROGRAMS
ADMISSIONS
TUITION
PLACEMENT

Programs

Our comprehensive programs give you everything you need to know to get your CDL, and to get employed in the trucking industry.

Class A Commercial Drivers License Program A-1 Truck School's Tractor/Trailer Operator Program is a day or evening course. Classes meet Monday through Saturday, and Sundays are also available. Course work includes:

- Assistance in getting your learner's permit
- Driving on the open road in highway, city, and heavy traffic conditions.
- Safe and efficient operation of various types of tractors and trailers.
- Defensive driving techniques, backing, safety and emergency procedures.
- Graduates receive a Class A CDL.
- We will assist you with all endorsements at no extra charge.

Class B Commercial Drivers License Program A-1 Truck School's Class B CDL Program includes:

- Driving on the open road in highway, city, and heavy traffic conditions.
- Operations of straight trucks.
- Defensive driving techniques, backing, safety and emergency procedures.
- Loading and unloading, parking and docking procedures.
- Trip planning and navigational skills.
- Graduates receive a Class B CDL.
- We will assist you with all endorsements at no extra charge.

Training in Transfers, doubles, and flats Our construction

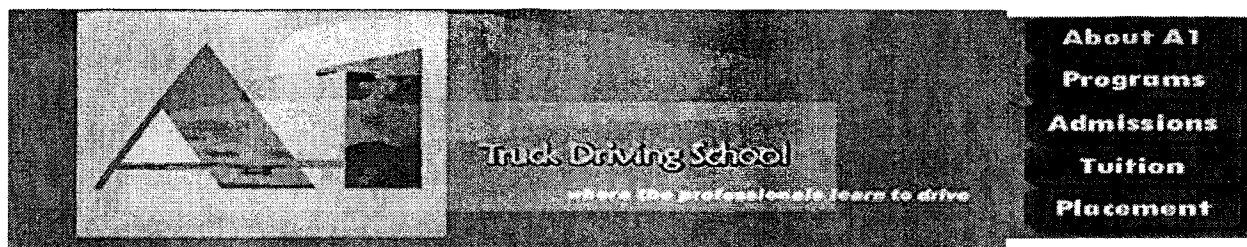
ATTACHMENT B

programs specialize in giving you the valuable construction vehicle skills you need. Call us to find out more.



***A-1 Truck Driving School Inc. 2977 Baumberg Ave. Hayward, CA.
94545***

Tel. (510) 783-6030



ABOUT A1
PROGRAMS
ADMISSIONS
TUITION
PLACEMENT

About A-1 Truck Driving School

If you are considering a career in trucking, you've come to the right place. At **A-1 Truck Driving School** we take your education seriously. We pride ourselves on the quality of our courses and the outstanding value of our programs.

We offer

- new equipment
- professional instruction
- a friendly, caring atmosphere



Located in Hayward, California, we are easily accessible from anywhere in the San Francisco Bay Area. We are school certified in the State of California and have been in the trucking business since 1975. Our instructors are friendly, courteous and patient, and are available 7 days a week to work with your schedule.

We can help you obtain a commercial licence in as little as two weeks. We also specialize in construction vehicle training including transfers, doubles, and flats. (See programs.) Our campus includes a spacious yard for training and practice.

**A-1 Truck Driving School Inc. 2977 Baumberg Ave. Hayward, CA.
94545**

Tel. (510) 783-6030

A-1 Truck Driving School, Inc.
2977 BAUMBERG AVENUE, HAYWARD, CA 94545
510-783-6030

December 1, 2003

Dyana Anderly
Planning Manager
Department of Community & Economic Development
City of Hayward
777 B Street,
Hayward, CA 94541

Dear Ms. Anderly:

We received your decision communicated through Mr. Carl Emura, denying us the USE Permit to operate a truck; bus and fork lift training school at 2977 Baumberg Avenue. It is extremely disappointing to find out that you will not let us operate the business at this site. We will respectfully disagree with your Findings for Denial and want to appeal your decision to the Planning Commission.

Following are responses to your findings in the same order:

1. As stated in your letter, the project meets the CEQA Guidelines and has been determined not to have a significant effect on the environment.
2. The reason for parking trucks and trailers in front of the property is to deter people from using the street as dumping grounds. There have been numerous instances when we have found junk cars, mattresses, old furniture, etc. littered in front of our office. Since we put the trailers in front of our property, you can see the dumping grounds have moved further west from our property on Baumberg Avenue. If parking is an issue with the City, we will remove the trailers immediately.
3. Existing lot is not paved. The USE Permit application shows that significant portion of the lot will be paved. The portion of the lot that will not be used will be fenced off. We were unaware of the Planning Departments requirements for buildings in industrial zone. At the advice of Mr. Steve Graves, who visited our property numerous times we purchased and installed the modular building. We assumed Mr. Steve Graves by the virtue of his employment with the City of Hayward was aware of the all the requirements. It was only after inspecting the installed building he mentioned that we need to obtain a Building Permit.

Also, modular buildings can be found at various sites within the City, like school buildings, golf-course, etc.

4. These comments seem to be addressing the existing conditions. These comments do not apply to the proposed improvements, in which a significant area of the lot will be paved and the unpaved gravel area will be fenced off and not used for driving trucks or buses.
5. This property used to be a junk yard for number of years before we purchased the lot and cleaned up. The property is surrounded by warehouses, auto-repair shop and a sculpture manufacturer. We believe that this building is in harmony with its neighbors. The site does not face a major street. There is a flood control channel and railway tracks on the west side with no possibility of real estate development on that land. This building does not impose or have adverse effect on any of the neighboring properties.

As mentioned in our application, we are in the process of establishing our business and need some time to think

City of Hayward
USE Permit Appeal

December 1, 2003

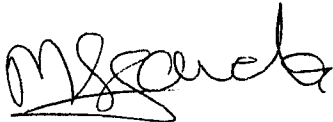
Page 2 of 2

through and plan the improvements. We want to and will abide by all of the City's requirements. Unfortunately due to some incorrect guidance, we got misled into believing that modular buildings are acceptable.

If there are any modifications and improvements that we can do to the exterior of the building to meet Planning Department's requirements, we will be willing to explore that route. Now, we understand your requirements but removing the building will totally disrupt the business, cause hardship and a big financial loss if forced to rescind on the lease prior to expiration.

As mentioned earlier, we just need some time to develop this site and construct a office building. We would like to meet with you in person and discuss our future plans.

Sincerely,

A handwritten signature in black ink, appearing to read "M Janda", with a horizontal line drawn underneath the signature.

Moe Janda
A-1 Truck Driving School, Inc.
President

**CITY OF HAYWARD
PLANNING DIVISION
January 22, 2004**

**ADMINISTRATIVE USE PERMIT APPLICATION No. 2003-0576 – Moe Janda
(Applicant/Owner) – Request to operate a truck and bus driving school**

The site is located at 2977 Baumberg Street, in the Industrial (I) District, APN 456-0054-016/456-0054-017

FINDINGS FOR DENIAL

1. The California Environmental Quality Act (CEQA) does not apply to projects that are not approved.
2. The proposed project would not be desirable for the public welfare in that it would have an adverse impact on area traffic movement. The intersection of Baumberg Avenue and Industrial Boulevard is at Level of Service "E" during the afternoon peak time with poor traffic progression, long cycle lengths and cycle failure. The General Plan calls for a minimum Level of Service "D." Trucks and buses accessing this site would further impact traffic progression in this area, especially with inexperienced drivers. The access to the site is constricted, which would cause additional obstructions to traffic.
3. The proposed project is not consistent with the character and integrity of the Industrial District in that it is difficult to modify the modular such that it complies with the minimum design guidelines of the Industrial District. Modifications would have to be made to include the addition of materials to provide a variety of textures, use of interesting patterns, provision for interesting shadows, offsets, decorative siding, and attractive accent materials.
4. The proposed use would be detrimental to the public health, safety, or general welfare in that site is in close proximity to the intersection of Industrial Boulevard and Baumberg Avenue, which is a heavily traveled and congested intersection. Trucks and buses driven by students entering and exiting the site would hamper traffic progression on Baumberg Avenue. In addition, truck and buses parked along the street block site lines of cars and trucks moving northbound on Baumberg Avenue creating a potential hazardous condition.
5. The project would not be in harmony with applicable City policies in that it has not been demonstrated that the proposed project can comply with the City's minimum design standards for the Industrial District.

SEC. 10-1.3120 ADMINISTRATIVE OPTIONS.

The Planning Director may approve, conditionally approve, disapprove, or refer an administrative use permit application to the Planning Commission, with or without a recommendation. Except for referrals, action must be based on the findings listed below in Section 10-1.3125.

If after applying for site plan review the applicant fails to provide changes or additional information necessary to make a decision on the project and there is no activity taking place in connection with the application for a period of 6 months, the application shall be closed and the applicant so informed.

SEC. 10-1.3125 FINDINGS.

The approving authority may approve or conditionally approve an application when all of the following findings are made:

- a. The proposed use is desirable for the public convenience or welfare;
- b. The proposed use will not impair the character and integrity of the zoning district and surrounding area;
- c. The proposed use will not be detrimental to the public health, safety, or general welfare; and
- d. The proposed use is in harmony with applicable City policies and the intent and purpose of the zoning district involved.

SEC. 10-1.3130 CONDITIONS.

In the event of conditional approval, such conditions as may be reasonably necessary to achieve a beneficial affect may be imposed and may include but not be limited to:

- a. Site plan architectural requirements such as building arrangement, safe and efficient access, adequate open spaces, landscaping, screening, parking and yards, shielded lighting, compatible signs, harmonious external building design, and sufficient variety to avoid monotony in external appearance.
- b. Activities and equipment permitted;
- c. Time of day activities shall be permitted;
- d. Specified time period within which approval is valid;

**CITY OF HAYWARD
PLANNING DIVISION
ADMINISTRATIVE USE PERMIT APPROVAL
February 5, 2004**

**ADMINISTRATIVE USE PERMIT APPLICATION No. 2003-0576 – Moe Janda
(Applicant/Owner) – Request to operate a truck and bus driving school.**

The site is located at 2977 Baumberg Street, in the Industrial (I) District, APN 456-0054-016/456-0054-017

CONDITIONS OF APPROVAL

General

1. Application No. PI-2003-0576 is approved subject to the conditions listed below. This permit becomes void on February 5, 2005 unless prior to that time a business has been established in accordance with all the conditions of approval, or a time extension of this application is approved.
2. If a building permit is issued for construction of improvements authorized by the Administrative Use Permit approval, the Administrative Use Permit approval shall be void two years after issuance of the building permit, or three years after approval of the application, whichever is later, unless the construction authorized by the building permit has been substantially completed or substantial sums have been expended in reliance upon the Administrative Use Permit approval.
3. The modular unit shall be removed and replaced with an onsite built building located at the front setback line within one year of the effective date of this permit. A building permit shall be obtained for the modular building in the meantime; application for such permit shall be made within 30 days of the effective date of this permit; issuance of the permit shall be within 60 days. The design of the onsite built building shall be subject to approval by the Planning Director and shall comply with the appropriate design guidelines and regulations. The building shall be sited such that it does not cross any property line and its setback from any property line shall comply with all building code requirements.
4. The existing front chain link fence shall be removed within 30 days of the effective date of this permit and replaced with a 6-foot high chainlink fence with vinyl slats erected 10 feet from the front property line.
5. Lighting shall be provided within the parking and training area and be maintained at a level that is adequate for illumination and protection of the premises. Lighting shall be designed by a qualified lighting designer. A photometric lighting plan shall be submitted and approved by the Planning Director within 30 days of the effective

date of this permit; improvements shall be installed within 90 days. Lighting Plan shall comply with the City's Security Ordinance.

6. A trash enclosure shall be provided on site within 90 days of the effective date of this permit. The design of the enclosure shall be subject to approval by the Planning Director.
7. The existing signs shall be removed. All new signage shall comply with City's Sign Ordinance regulations.
8. Only trucks and buses used for the truck training school shall be allowed to be stored on site.
9. Trucks and buses shall be limited to right turns to enter the site and right turns to exit the site; signs shall be posted at the exit to indicate this requirement.
10. Offsite truck and bus driving training shall occur only between the hours of 9:00 a.m. to 3:00 p.m.
11. The undeveloped gravel area shall not be utilized for truck training or truck storage and shall be kept weed-free. Any use of that area shall be reviewed and approved by the Planning Director.
12. Violation of these conditions is cause for revocation of the use permit after public hearing before the duly authorized review body.

Engineering

13. A drainage plan shall be submitted and approved by the Planning Director within 30 days of the effective date of this permit; improvements shall be installed within 90 days. The location of the drainage outfall and the invert elevation shall be shown on the plan.
14. The Developer's Engineer shall provide hydraulic calculations for review and approval by Alameda County Flood Control and Water Conservation District.
15. Prior to issuance of permits for the permanent building, an additional five feet right-of-way dedication shall be provided along the entire property frontage on Baumberg Avenue.
16. Street improvements shall be installed along the entire property frontage on Baumberg Avenue with the curb, gutter, sidewalk, tie-in pavement, and Standard Street Lights.
17. A one and one half inches asphalt concrete overlay shall be required along the entire property frontage.

18. Driveways, which serve the proposed use, shall be constructed to City Standard Detail SD-110.
19. Show the location of the proposed sanitary sewer lateral and water service on the plan. The sanitary sewer main shall be extended from Industrial Boulevard to the property frontage.
20. Prior to the issuance of a Building Permit, the Developer's Engineer shall complete a Development Building Application Information: Impervious Material Form, and an Operation and Maintenance Information Form.
21. The project shall identify Best Management Practices (BMPs) appropriate to the uses conducted on-site in order to limit the entry of pollutants into storm water runoff to the maximum extent practicable. It is highly recommended that a grassy swale be installed to intercept the surface runoff.
22. A copy of the Notice of Intent (NOI) from the State Water Resources Control Board shall be provided to the City prior to the start of grading.

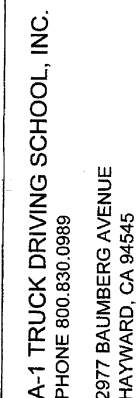
Fire Department

23. The applicant shall have the Fire Department, Hazardous Material section determine if an environmental clearance (Phase I) is required and shall obtain a report of conditions regarding the site clearance and shall submit it to the Fire Department Hazardous Material Coordinator.
24. A Fire Department key switch shall be installed if the gates are automated. A Fire Department lock box will be required if the gates are manually operated.
25. The project shall be responsible for water supply improvements along Baumberg Avenue if Baumberg Avenue is deficient with fire hydrants.
26. The site shall have an address posted so as to be visible from the public street. Minimum height of address numbers shall be 6" on a contrasting background.

Landscape

27. The front yard shall be landscaped to include trees, shrubs and groundcover. A detailed landscaping and irrigation plan shall be prepared by a licensed landscape architect and submitted for review and approval by the City within 30 days of the effective date of this permit; improvements shall be installed within 90 days. Landscaping and irrigation plans shall comply with the City's *Water Efficient Landscape Ordinance*.

28. A complete automatic sprinkler system with an automatic on/off mechanism shall be installed and maintained within all landscaped areas. This system shall utilize a reduce pressure backflow preventer and shall include an individual adjustable-flow bubbler to each tree.
29. One 24" box street tree is required for every 20 – 40 lineal feet of frontage. Spacing of the trees is dependant on the species of trees. Smaller trees will require closer spacing. Trees shall be planted according to the most current City Standard Detail SD-122.
30. Masonry walls, solid building walls, trash enclosures or fences facing the street shall be continuously buffered with shrubs and vines.
31. Landscaped areas adjoining drives and/or parking areas shall be separated by a 6" high class "B" Portland Cement concrete curb.
32. Parking lots shall include one 15-gallon tree for every six parking stalls. Parking lot trees shall be planted in tree wells or landscape medians or islands located within the parking area. In addition, parking rows shall be capped with a landscaped island at each end. All tree wells, islands and medians shall be a minimum of 5' wide measured inside the curbs.
33. All above ground utilities and mechanical equipment shall be screened from the street with shrubs.
34. Landscape improvements shall be installed according to the approved plans and a Certificate of Substantial Completion, and an Irrigation Schedule shall be submitted prior to the issuance of a Certificate of Occupancy.
35. Landscaping shall be maintained in a healthy, weed-free condition at all times. The owner's representative shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30% die-back) shall be replaced within ten days of the inspection. Trees shall not be severely pruned, topped or pollarded. Any trees that are pruned in this manner shall be replaced with a tree species selected by, and size determined by the City Landscape Architect, within the timeframe established by the City and pursuant to Municipal Code.



Project #
PL-2003-0576AUP

TITLE
SHEET

[illegible]

39795 PASEO PADRE
PARKWAY,
FREMONT, CA 94538
(510) 220-4264
(510) 657-4265 FAX

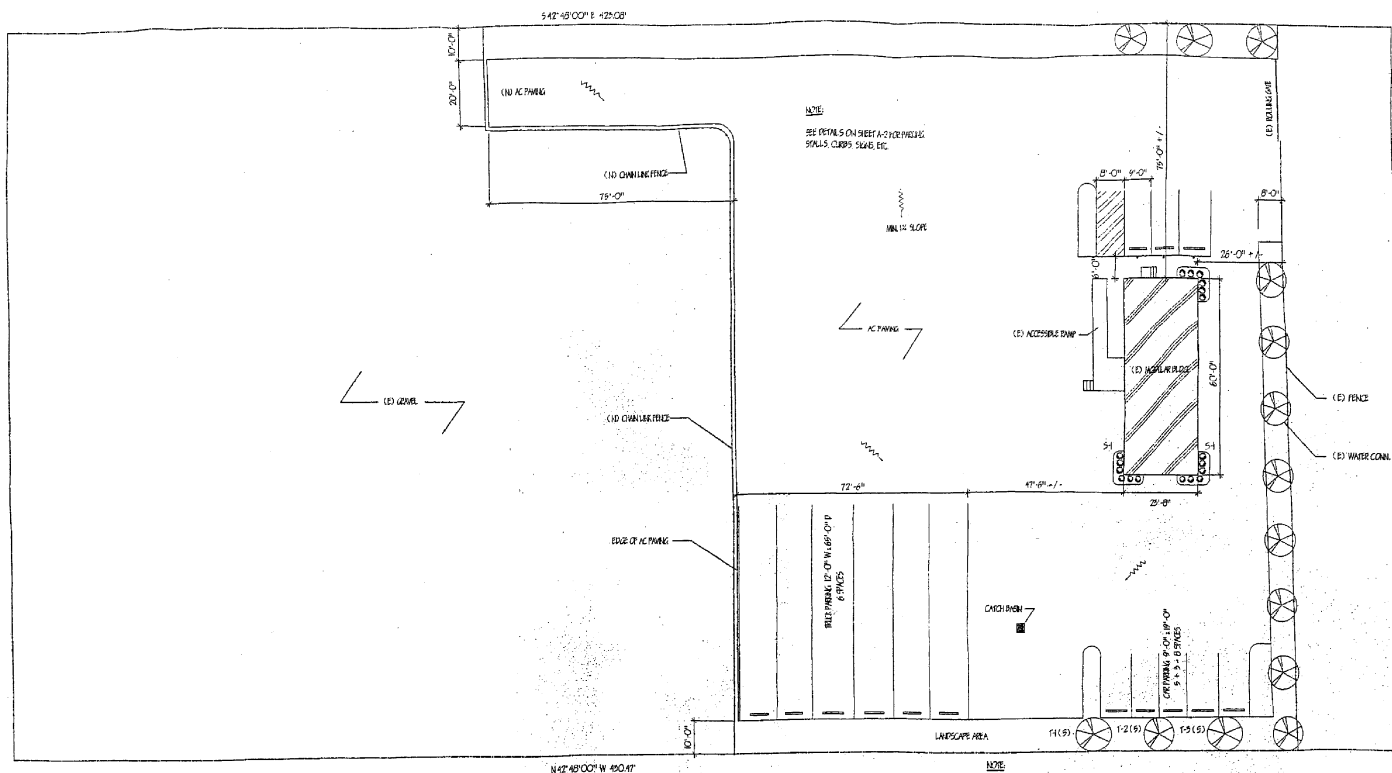


A-1 TRUCK DRIVING SCHOOL, INC.
PHONE 800.830.0989

2977 BAUMBERG AVENUE
HAYWARD, CA 94545

Sheet

SITE &
LANDSCAPE PLAN

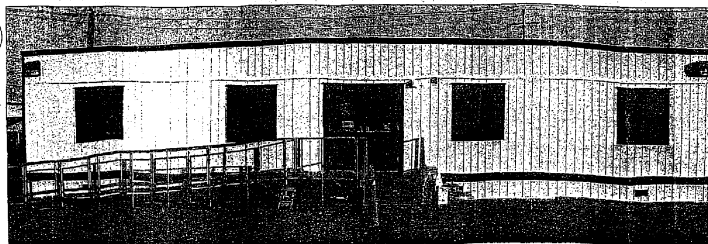
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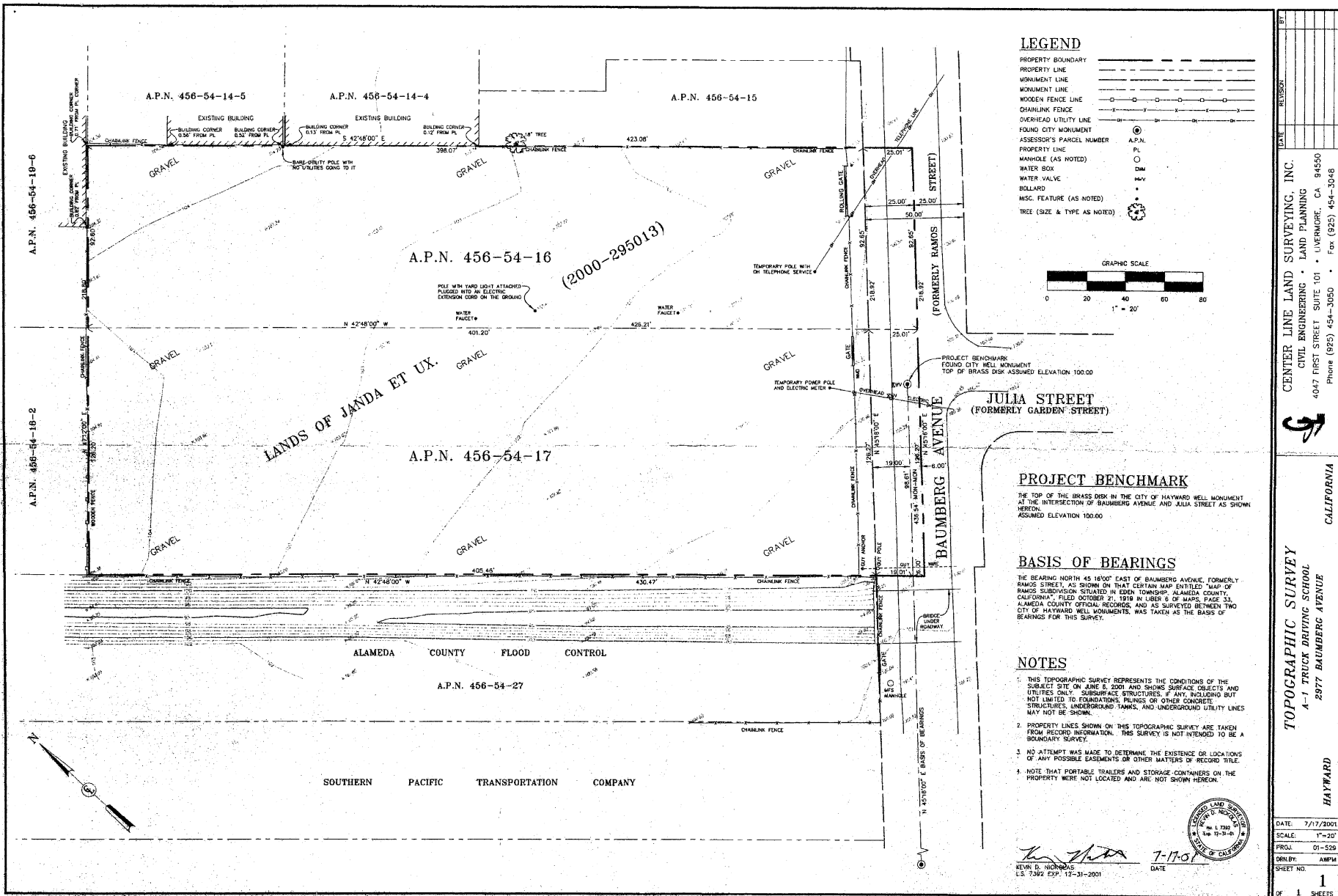
NOTE:
APPROVAL SHALL BE OBTAINED PRIOR TO DRAINING THE CATCH BASIN
IN TO THE FLOOD CONTROL CHANNEL FROM ALAMEDA COUNTY
FLOOD CONTROL DISTRICT AND ANY OTHER AGENCY HAVING
JURISDICTION.

① SITE & LANDSCAPE PLAN

$$1/16^{\circ} = 1' - 0''$$


<u>LANDSCAPE PLANTING LEGEND</u>			
TYPE	SIZE	BOTANICAL NAME	COMMON NAME
T-1	15 GAL.	JACARANDA MICROSPLOIA	JACARANDA
T-2	15 GAL.	LARGE HYDRANGEA INDICA	CANADA CRAPPE, MIDDLE
T-3	15 GAL.	OLEA EUROPEA	SHAW HILL EUROPEAN OLIVE
SHRUB	SIZE	BOTANICAL NAME	COMMON NAME
S-1	1 GAL.	NEPENTHES GLOBOSELLA	SOUTHERN SWORD PEBB



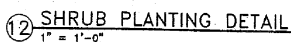
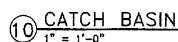
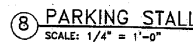
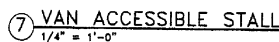
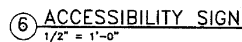
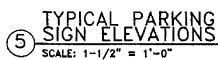
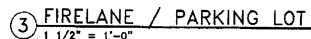
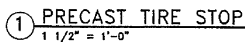


DATE	7/17/2001
SCALE	1"=20'
PROJ.	01-529
OWN.	ANPM
SHEET NO.	1
OF 1 SHEETS	

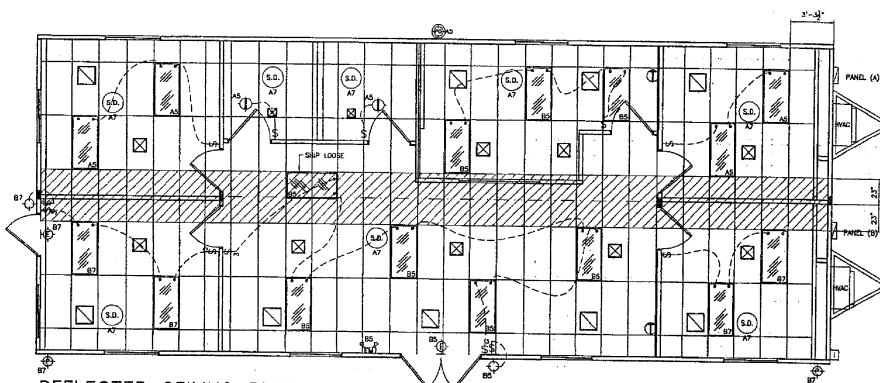
CENTER LINE LAND SURVEYING, INC.
CIVIL ENGINEERING • LAND PLANNING
4047 FIRST STREET SUITE 101 • LIVERMORE, CA 94550
Phone (925) 454-3050 • Fax (925) 454-3048

TOPOGRAPHIC SURVEY
A-1 TRUCK DRIVING SCHOOL
2977 BAUMBERG AVENUE
CALIFORNIA

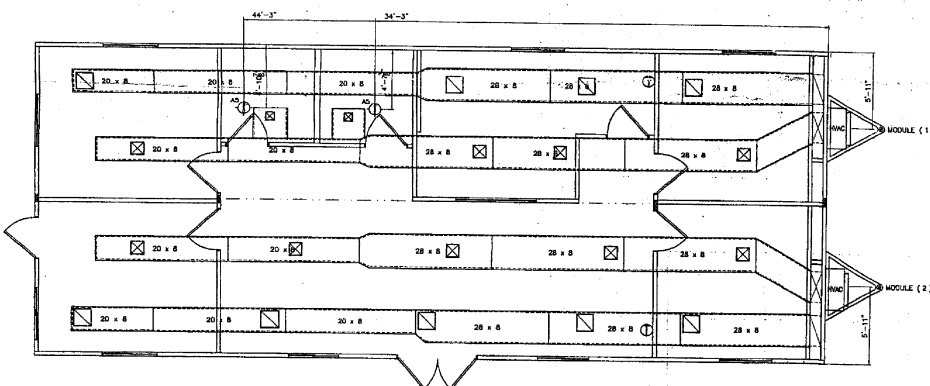
HAYWARD



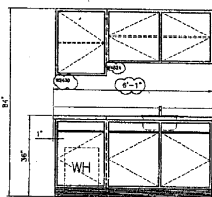
Sheet no. A-2



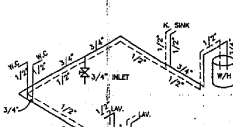
REFLECTED CEILING PLAN



MECHANICAL PLAN



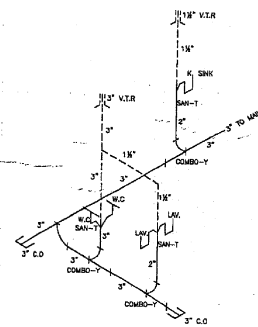
CABINET ELEVATION



COLD & HOT SCHEMATIC

MAINTAIN PRESSURE RANGE & POINT OF CONNECTION AS TO 60 PSI
SHORTEST DEVELOPED LENGTH 40'

SUPPLY: COPPER (TYPE M)



WASTE & VENT SCHEMATIC

ALL PIPE TO BE AS SCHEDULE 40
AND SLOPE 1/4" PER FOOT

NOTE: PLUMBING MANHOLE TO BE SUPPLIED BY
FACTORY AND INSTALLED ON SITE BY OTHERS.

CUSTOMER IS TO VERIFY POINT OF CONNECTION FOR
WASTE ON PLANS. IF NO MODIFICATION IS INDICATED AT
CUSTOMER ORIGIN, THE MANHOLE WILL BE
SUPPLIED AS SHOWN ON PLANS.

PLUMBING SCHEDULE

SYMBOL	DESCRIPTION	QTY
1	FLOOR MNTD ELONGATED SINK FOR THE HANDICAPPED W/ STANDARD TAIN (NO BRAND SPECIFIED)	2
2	WALL HUNG LAVATORY W/ 29" SPACE UNDERNEATH RIM FOR HANDICAPPED W/ STANDARD FAUCETS (NO BRAND SPECIFIED)	2
3	SINGLE STAINLESS STEEL KITCHEN SINK W/ SINGLE STANDARD FAUCET (NO BRAND SPECIFIED)	1
4	GARBAGE DISPOSAL (1/2) HORIZONTAL	1
5	BRAND: WHISLAWAY #WSPIC	1
6	8 GAL. ELECTRIC WATER HEATER (110V) (NO BRAND SPECIFIED)	1
7	ONE SET CUP & SUGAR INCLUDES: (1) 36" LONG & (1) 40" LONG MOUNTED @ 34" A.F.F.	2
8	TOILET PAPER HOLDER (NO BRAND SPECIFIED)	2
9	10" X 20" MIRROR @ 40" A.F.F. (NO BRAND SPECIFIED)	2
10	LIQUID SOAP DISPENSER (NO BRAND SPECIFIED)	2

FIRE ALARM SCHEDULE

SYMBOL	DESCRIPTION	CLR	QTY	REMARKS
1	FULL STATION MOUNTED 600' AFF HARDWARED & ALARM W/ MOUNTED 600' AFF HARDWARED UNO.	RED	2	110V DEVICE
2	ALARM MOUNTED 600' AFF HARDWARED UNO.	RED	2	110V DEVICE
3	EXTERIOR HORN MOUNTED 600' AFF HARDWARED UNO.	RED	2	110V DEVICE
4	CEILING MOUNTED SMOKE DETECTOR HARDWARED W/ BATTERY BACK-UP UNO.	WHITE	8	
5	BASE MOUNT A-BOX 300A DISCONNECT MNTD 60' AFF (120/240) (NO BRAND SPECIFIED)	METAL	1	W/ 1/2" NUT & WASHER

HVAC SCHEDULE

SYM	DESCRIPTION	QTY
1	3 TON AC W/ 100W HEAT STRIP (F.A.B.) BRAND: BARD WASH-MAID OR EQUAL	2
2	24" X 12" GALV. SLEEVE 12" LONG UNO.	2
3	RETURN AIR PLenum	2
4	24" X 12" 1/2" FIBERGLASS DUCT 20' X 210" OF FIBERGLASS DUCT UNO.	1
5	12" X 4" 4-WAY THROW DIFFUSER (VENTILATOR ONLY)	2
6	12" X 4" 4-WAY THROW DIFFUSER	2
7	12" X 12" RETURN AIR GRILL	2

ELECTRICAL SCHEDULE

SYMBOL	DESCRIPTION	CLR	QTY	REMARKS
1	SUPPLY RECEPTACLE W/ COVER PLATE 60' AFF (NO BRAND SPECIFIED)	WHITE	20	
2	GROUND FAULT CIRCUIT INTERRUPT (GFCI) W/ COVER PLATE 60' AFF (NO BRAND SPECIFIED)	WHITE	3	
3	220V RCPT. W/ COVER PLATE 60' AFF (NO BRAND SPECIFIED)	WHITE	2	30amp RCPT. FOR FUTURE USE
4	HARD WIRED SINGLE GANGED 2-BOX FOR WATER HEATER W/ COVER PLATE 60' AFF (NO BRAND SPECIFIED)	N/A	1	
5	8 GAL. ELECTRIC WATER HEATER (110V) (NO BRAND SPECIFIED)	N/A	1	FOR FUTURE REFER
6	220V RCPT. W/ WEATHER PROOF & COVER PLATE 60' AFF (NO BRAND SPECIFIED)	N/A	1	
7	SINGLE POLE SWITCH W/ DOUBLE RCPT. FOR GARBAGE DISPOSAL (NO BRAND SPECIFIED)	WHITE	1	RCPT 60' AFF. SWITCH 60' AFF. ONLY
8	2 WAY SWITCH W/ COVER PLATE 60' AFF (NO BRAND SPECIFIED)	WHITE	2	
9	1/2" X 1/2" X 1/2" (NO BRAND SPECIFIED)	WHITE	2	
10	1/2" X 1/2" X 1/2" (NO BRAND SPECIFIED)	WHITE	2	
11	1/2" X 1/2" X 1/2" (NO BRAND SPECIFIED)	WHITE	2	
12	1/2" X 1/2" X 1/2" (NO BRAND SPECIFIED)	WHITE	2	
13	1/2" X 1/2" X 1/2" (NO BRAND SPECIFIED)	WHITE	2	
14	1/2" X 1/2" X 1/2" (NO BRAND SPECIFIED)	WHITE	2	
15	1/2" X 1/2" X 1/2" (NO BRAND SPECIFIED)	WHITE	2	
16	1/2" X 1/2" X 1/2" (NO BRAND SPECIFIED)	WHITE	2	
17	1/2" X 1/2" X 1/2" (NO BRAND SPECIFIED)	WHITE	2	
18	1/2" X 1/2" X 1/2" (NO BRAND SPECIFIED)	WHITE	2	
19	1/2" X 1/2" X 1/2" (NO BRAND SPECIFIED)	WHITE	2	
20	1/2" X 1/2" X 1/2" (NO BRAND SPECIFIED)	WHITE	2	

NOTE: 1. ALL WIRING FOR DEVICES WHICH REQUIRE A HEIGHT ARE TO THE BOTTOM OF DEVICE UNLESS NOTED OTHERWISE.
2. EXTERIOR ELECTRICAL DEVICES TO BE WEATHERPROOF.
3. FIRE ALARM SYSTEM PROVIDED AND INSTALLED ON SITE BY OTHERS (WHEN APPLICABLE).

125 AMP 120/240 1 PHASE EXTERIOR SURFACE MOUNT PANEL W/ 125 amp MAIN BRKR

DESCRIPTION	CIR	BRK	WS	A	B	WS	BRK	OR	DESCRIPTION
HVAC UNIT	1	60	#4	10B40 10B60	#12	20	2		(6) RECEPTACLES
	3	2	#10	10B40 10B60	#12	20	4		(8) RECEPTACLES
(4) GEN. LIGHTS (2) F.L.C. (1) EXT. LIT.	5	20	#12	14B80 14B100	#12	20	6		GARBAGE DISPOSAL
(8) SMOKE DETECTORS	7	20	#12	100 16B20	#12	20	8		WATER HEATER
FUTURE REFER	9	20	#12	800 24B20	#10	20	10		FOR FUTURE USE
SPACE	11						12		

ELECTRICAL CALCULATIONS:

GENERAL LIGHTING: 367' X 16' X 3.2 = 1.800W (1) FUTURE METER = 800W
(1) HVAC UNIT = 12,800W (8) SMOKE DETECTORS = 100W
(14) RECEPT. = 2,200W (1) GARBAGE DISPOSAL = 120W
(1) WATER HEATER = 2,000W (1) FUTURE USE = 800W

(7,200W) = 240V = (7.200/240) AMPS TOTAL

125 AMP 120/240 1 PHASE EXTERIOR SURFACE MOUNT PANEL W/ 125 amp MAIN BRKR

HVAC UNIT	1	60	10	120	2	(6) RECEPTACLES
(2) GEN. LIGHTS (1) EXT. LIT.	3	2	10	120	4	(8) RECEPTACLES
(8) SMOKE DETECTORS	5	20	112	120	6	GARBAGE DISPOSAL
(4) ELCTIC (1) EXT. LIT.	7	20	112	120	8	WATER HEATER
(2) EXT. LIT.	9	20	112	120	10	FOR FUTURE USE
SPACE	11	11	12	120	12	

ELECTRICAL CALCULATIONS:

GENERAL LIGHTING: 877' X 16' X 3.2 = 4,010W (1) RECEPT. = 3,400W
(1) HVAC UNIT = 12,800W (1) FUTURE METER = 800W
(1) WATER HEATER = 2,000W (1) FUTURE USE = 800W

(23,000W) = 240V = (23.000/240) AMPS TOTAL

UNITED MODULAR
CALIFORNIA-ARIZONA-TEXAS-FLORIDA

WILLIAMS SCOTSMAN
#UN-2133-02-2480

DATE: 05-MAY-03
DRAWN BY: KEV
SALES PERSON: MICHAEL/MARK
STATE: CA
DRAWING #: UN-2133-02
QUOTE #: CA-0158-2003

SHEET NO. 2
OF 2